

TEMPORARY REVISION

TR-MÄM-20-405

Change from CHT to Coolant Temperature Measurement

This Temporary Revision TR-MÄM-20-405 is approved in conjunction with the Mandatory Design Change Advisory MÄM 20-405 and is valid in conjunction with the latest revision of the DV 20 Airplane Flight Manual until this Temporary Revision has been incorporated into the Airplane Flight Manual.

The limitations and information contained herein either supplement or, in the case of conflict, override those in the Airplane Flight Manual or its previous Temporary Revisions.

The technical information contained in this document is EASA approved under Approval No.10054456.

Doc. No.	Chapter	Affected Pages
4.01.20-E	1	1-9b
	2	2-4a, 6a, 9a, 10e
	4	4-9b
	6	6-15a
	7	7-5a, 16a
	8	8-6b

Instruction

- Print this document on yellow paper (single-sided).
- Insert this cover page as the first page of the AFM.
- Insert the other page of this TR in front of the corresponding AFM page.

Doc. # 4.01.20-E	TR-MÄM-20-405	30-Mar-2015	Cover Page
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1.9. LUBRICANT AND COOLANT

1.9.2 COOLANT

The first sentence is amended to read:

- █ Ensure that only antifreeze concentrate based on ethylene glycol, designed for aluminum engines is used (e.g. BASF Glysantin Protect Plus/G48).

The Note is added:

NOTE

Coolant should be a low silicate and nitrite free formula.
Follow coolant manufacturer directions regarding mixture percentages etc.

The following paragraph is amended to read:

Mixing ratio:

- █ Antifreeze concentrate with additives against corrosion mixed with 50% distilled water shall be used, or alternatively an equivalently premixed coolant.

Doc. # 4.01.20-E	TR-MÄM-20-405	30-Mar-2015	1-9b
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2.4. POWER PLANT LIMITATIONS

2.4.1. ENGINE

Item g) is amended to read:

g) if MÄM 20-405 is installed:

Coolant Temperature

Maximum :120 °C (248 °F)

if MÄM 20-405 is NOT installed:

Cylinder Head Temperature

Maximum :135 °C (275 °F)

NOTE

A short cooling run should be performed before shutdown at higher coolant and oil temperatures, to prevent vapour lock in the cylinder heads.

2.5. POWERPLANT INSTRUMENT MARKINGS

The item 'Cylinder head temperature indicator' is amended to read:

Instrument	Red Line = Lower Limit	Green Arc = Normal Operating Range	Yellow Arc = Caution Range	Red Line = Upper Limit
if MÄM 20-405 is installed: Coolant tem- perature indi- cator				120 °C (248 °F)
if MÄM 20-405 is NOT installed: Cylinder head temperature indicator				135 °C (275 °F)

Doc. # 4.01.20-E	TR-MÄM-20-405	30-Mar-2015	2-6a
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2.13. KINDS OF OPERATION

Minimum Equipment, Powerplant Instruments:

The item 'Cylinder Head Temperature indicator' is amended to read:

- if MÄM 20-405 is installed:
 - Coolant Temperature indicator
- if MÄM 20-405 is NOT installed:
 - Cylinder Head Temperature indicator

Doc. # 4.01.20-E	TR-MÄM-20-405	30-Mar-2015	2-9a
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2.15 LIMITATION PLACARDS

The following paragraph is added:

The following placard is attached to the cooling slot winter shield:

REMOVE AT OUTSIDE
TEMPERATURES ON
GROUND ABOVE 0°C
(32°F)

The following placard is attached to the cowling baffle:

INSTALL AT OUTSIDE
TEMPERATURES ON
GROUND ABOVE 0°C
(32°F)

The following placard is attached to the instrument panel:

Install Cowling Baffle and remove Winter Shield
above 0°C OAT on ground - see AFM

2.16 FURTHER LIMITATIONS

The following is added:

Engine Cooling

The winter shield must be installed at outside air temperatures on ground below 0°C (32°F).

The cowling baffle must be removed at outside air temperatures on ground below 0°C (32°F).

Doc. # 4.01.20-E	TR-MÄM-20-405	30-Mar-2015	2-10e
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4.4 NORMAL OPERATION CHECKLIST

4.4.1 PREFLIGHT INSPECTION

II. WALK AROUND CHECK AND VISUAL INSPECTION

7. Nose

The following is added:

- b1) Check the outside air temperature on ground, remove / install the winter shield and
- the cowling baffle. Check for proper mounting.

Doc. # 4.01.20-E	TR-MÄM-20-405	30-Mar-2015	4-9b
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6.5. EQUIPMENT LIST

Item 16 is amended to read:

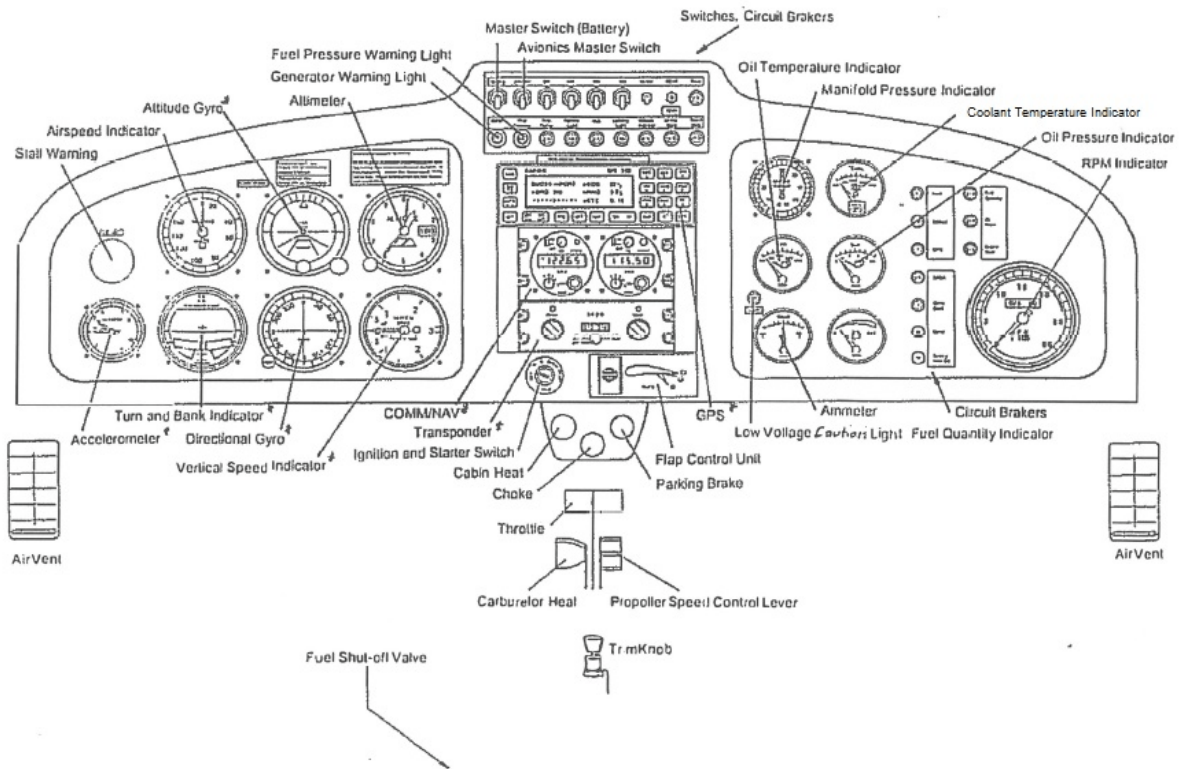
Seq. No.:	Part Description, Manufacturer, Type	Serial No.:	Inst.	Mass [kg] (lbs)	Arm [m] (in)
16	if MÄM 20-405 is installed: Coolant Temperature Indicator TC1-9031-10-01_01			0.14 (0.31)	-0.390 (-15.35)
	if MÄM 20-405 is NOT installed: Cylinder Head Temperature Indicator HOAC 16160			0.14 (0.31)	-0.390 (-15.35)

Doc. # 4.01.20-E	TR-MÄM-20-405	30-Mar-2015	6-15a
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7.4. INSTRUMENT PANEL

The figure is added:

if MÄM 20-405 is installed:



(instruments marked with * are optional)

Doc. # 4.01.20-E	TR-MÄM-20-405	30-Mar-2015	7-5a
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7.11. ELECTRICAL SYSTEMS

The following paragraph is added:

if MÄM 20-405 is installed:

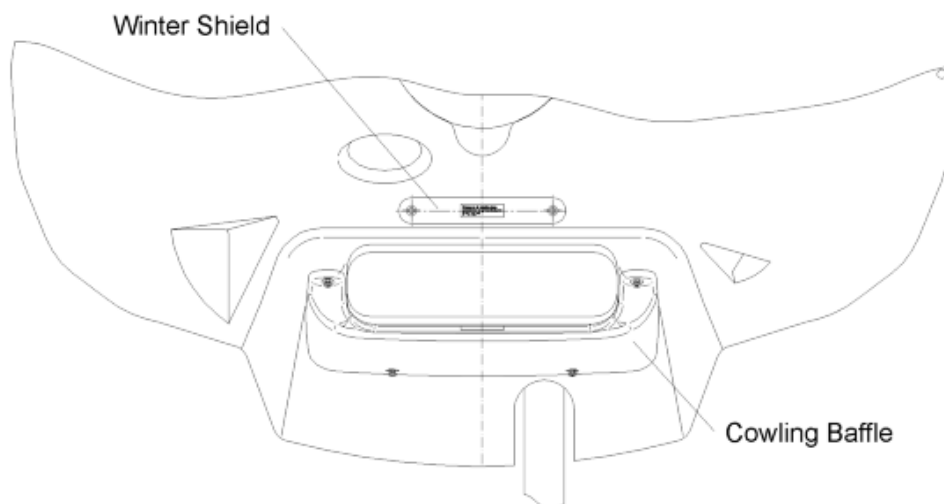
Instruments

The instruments for temperature, oil pressure, and fuel quantity are connected in series with the respective sensors. The electrical resistance of a sensor changes with the measurable variable, which causes the power to the instrument and consequently the needle deflection to change. Oil pressure indicator, coolant temperature indicator and fuel pressure warning light are supplied with power through one circuit breaker. Oil temperature indicator and fuel quantity indicator are also protected together by one circuit breaker.

The following is added:

8.6 WINTER SHIELD AND COWLING BAFFLE

For cold weather operation of the airplane a cover is provided to close the opening above the coolant radiator in the cowl. Additionally the cowling baffle must be removed. Both parts are attached to the cowling by use of camlocks. Installation and removal requires no special tools.



Cowling Front View